

BookletChartTM

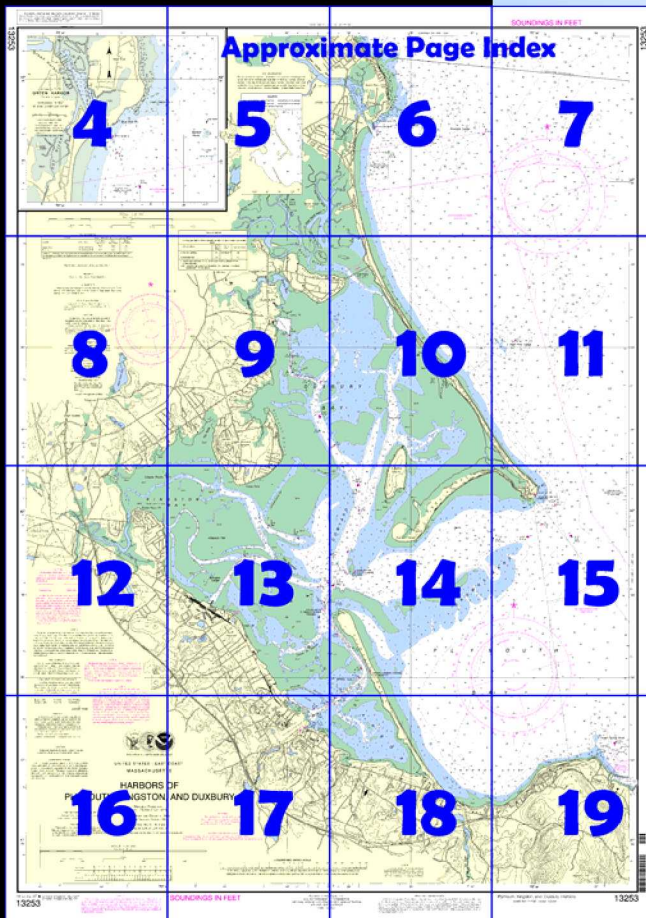
Harbors of Plymouth, Kingston and Duxbury

(NOAA Chart 13253)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

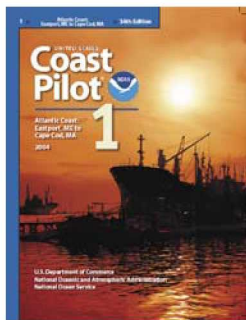
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 12 excerpts]

(49) **Green Harbor River** has its entrance west of **Blackmans Point** at the southern end of **Green Harbor Point**. **Bartlett Rock**, which uncovers 2 feet, and **Howland Ledge**, covered 7 feet, are 0.6 and 1.2 miles eastward of the entrance, respectively; both are marked by buoys. A channel, marked by a buoy at the entrance and a buoy inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf. In

November 2002 - June 2003, the controlling depth in the entrance channel was 7.3 feet (8 feet at midchannel) to the seaward end of the east jetty; thence 2 feet in the left outside quarter and shoaling to bare in the remainder of the channel to the anchorage basin, thence 3 feet in the eastern half of the channel except for shoaling to less than 1 foot along the western edge of the channel near the mouth of Cut River; thence 2 to

5 feet in the south and west portions of the turning basin with shoaling to bare in the northeast corner. Depths of 2 to 4 feet were available in the anchorage basin except for shoaling to 1.5 feet in the northeast corner. Local fishermen adjust their arrival and departure times so that they are not in the entrance channel 90 minutes on either side of low water. A current flowing out of the entrance channel during the falling tide reportedly sets up a rip just inside the entrance jetties.

(50) The town wharf is on the east bank about 0.4 mile above the jetties. Gasoline, diesel fuel, and water are available at the float landings at the wharf, which have a reported 4 feet alongside. There are a large parking area and a small-craft launching ramp; party and charter boat hire are available. There is a marina just south of the town wharf with electricity and water available at the berths. Limited guest berths are maintained, and craft up to about 32 feet in length are hauled out on skids for open winter storage.

(51) **Green Harbor** is a small village on the west side of the river. A marina and the Green Harbor Yacht Club are on the west bank near the head of the harbor close southward of the causeway. Berthage, electricity, gasoline, water, marine supplies, and a small-craft launching ramp are available at the marina. The service float has 6 feet reported alongside. A 15-ton mobile hoist can haul out vessels for hull, engine, electrical, and electronic repairs, and for open winter storage.

(53) **Plymouth Bay** is about 20 miles southeastward of Minots Ledge Light. From its entrance, between Gurnet Point and Rocky Point, it extends about 2.5 miles westward to **Plymouth Beach**. **Warren Cove**, the southern part of Plymouth Bay, is sometimes used as a temporary anchorage.

(54) **Plymouth Harbor** is about 1 mile wide at its northern end, gradually narrowing to its southern end. Most of the harbor is dry at low water. The channels in Plymouth Harbor and tributaries usually have soft bottoms. The channel through the entrance is well marked and easily followed in clear weather.

(56) **Duxbury Bay** is between Duxbury Beach on the east, Saquish Neck on the southeast, and the mainland on the west. It is about 3 miles long, with an average width of 2 miles. The bay is full of flats, mostly bare at low water, through which are several narrow and crooked channels. Shoals covered in spots by little water rise abruptly on both sides of these channels, and at low water the shoal edges are usually revealed by discolored water.

(64) **Plymouth Harbor Channel** is a dredged channel which leads southward from Plymouth Bay from a point 0.3 mile southwestward of Duxbury Pier Light to the State Pier at Plymouth, about 2 miles above the entrance, thence to a turning basin off the Town Wharf, about 0.2 mile above the State Pier. An anchorage basin, protected by a breakwater on the north and northeast sides, is in the harbor. In June 2000, controlling depth were 12.4 feet (14.1 feet at midchannel) from the entrance to the southeastern side of the anchorage basin, thence 8.5 feet to the turning basin with 8.3 to 10.2 feet in the basin; the anchorage basin had depths of 6.1 to 8.0 feet with lesser depths along the north edge. The channel is marked by a light with a white sector marking the entrance, buoys, another light, and private lighted ranges. The range structures are difficult to identify in the daytime.


(67) Where the several bay channels come together in the locality westward of Duxbury Pier Light, a channel extends northward up Duxbury Bay until west of **Clarks Island**. This channel, **Cowyard**, about 200 yards wide and with depths of 20 to 35 feet, offers good anchorage for small craft. The channel splits at a point westward of Clarks Island. The eastern branch, **Beach Channel**, is reported to be marked by private seasonal buoys and continues up the easterly side of Duxbury Bay. A highway bridge at **Powder Point**, at the junction of **Back River** with Duxbury Bay, has a 25-foot fixed span with a clearance of 5 feet.

(79) The **speed limit** is 6 miles per hour in Plymouth Harbor.


(81) Gasoline, diesel fuel, and water are available at the Plymouth and Duxbury town wharves, and at most of the marinas and boatyards. Ice, provisions, bottled gas, and marine supplies are available at Plymouth and Duxbury.

Table of Selected Chart Notes

PLANE COORDINATE GRID
(based on NAD 1927)
The Massachusetts State Grid (mainland zone) is indicated on this inset at 2,000 foot intervals thus: ---
The last three digits are omitted.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

Corrected through NM May 12/07
Corrected through LNM May 1/07

PLANE COORDINATE GRID
(based on NAD 1927)
The Massachusetts State Grid (mainland zone) is indicated on this chart at 5,000 foot intervals thus: ---
The last three digits are omitted. 

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
Numerous uncharted private aids have been established in Kingston and Duxbury Bays to mark best water and are frequently shifted in position with changing conditions.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.


AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Hyannis, MA	KEC-73	162.55 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:20,000 at Lat. 42°01'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372" northward and 1.875" eastward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

DUXBURY HARBOR			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2004			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ENTRANCE CHANNEL	7.4	FOR MID 80 FT	9-04
ANCHORAGE AREA	A 4.0	-	9-04
A. EXCEPT FOR SHOALING TO 1.0' IN THE NORTHEAST QUADRANT OF THE ANCHORAGE AREA.			
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

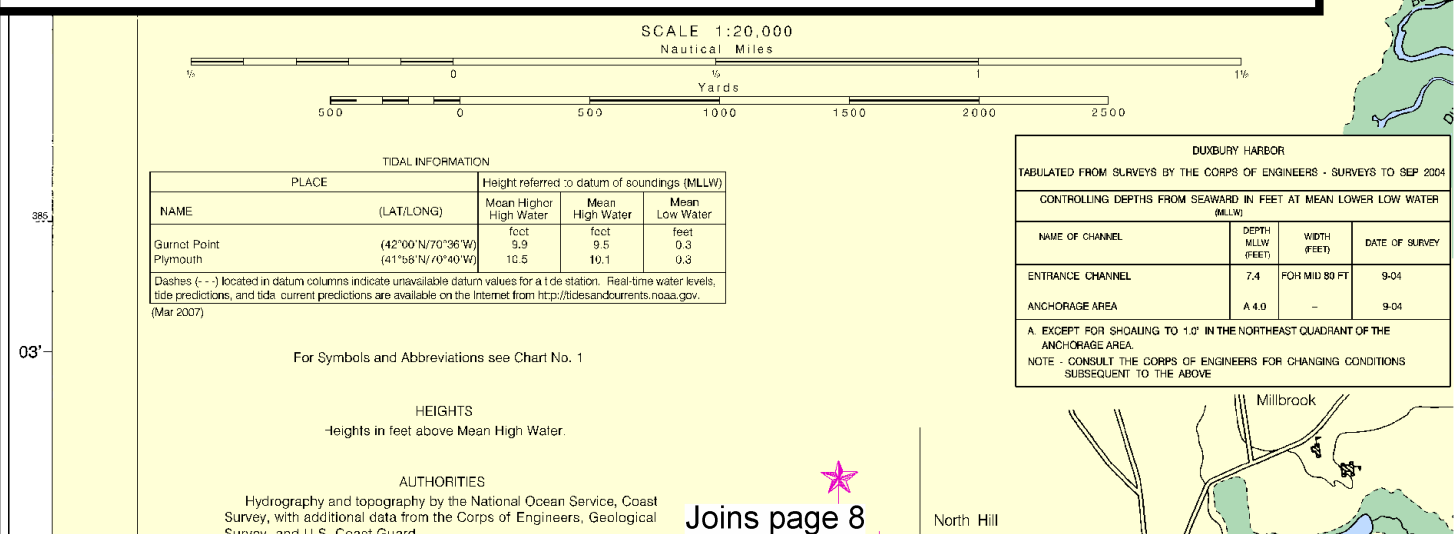
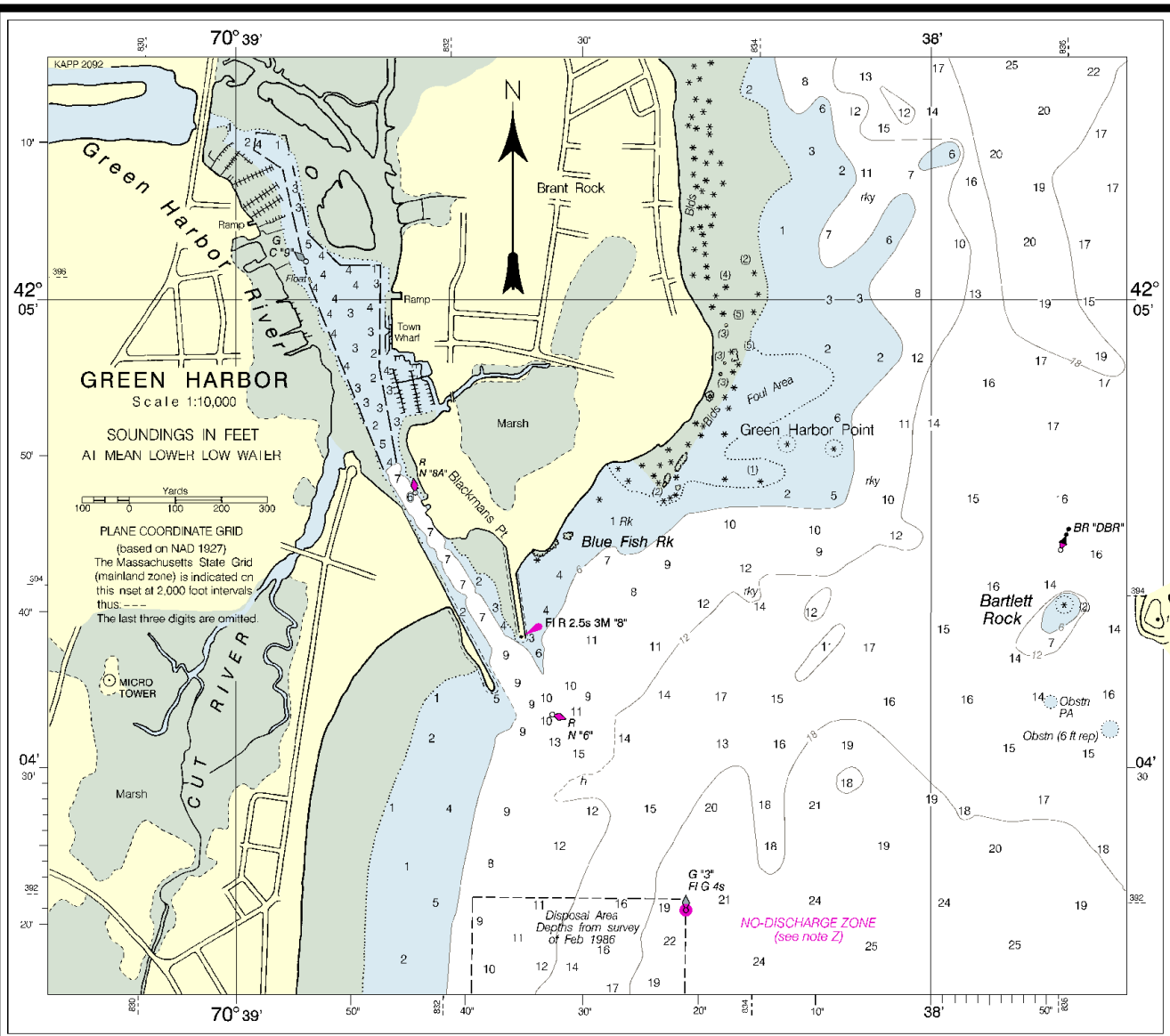
v. **COLREGS, 80.135 (see note A)**
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Gurnet Point	(42°00'N/70°36'W)	feet 9.9	feet 9.5	feet 0.3
Plymouth	(41°58'N/70°40'W)	10.5	10.1	0.3
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov (Mar 2007)				

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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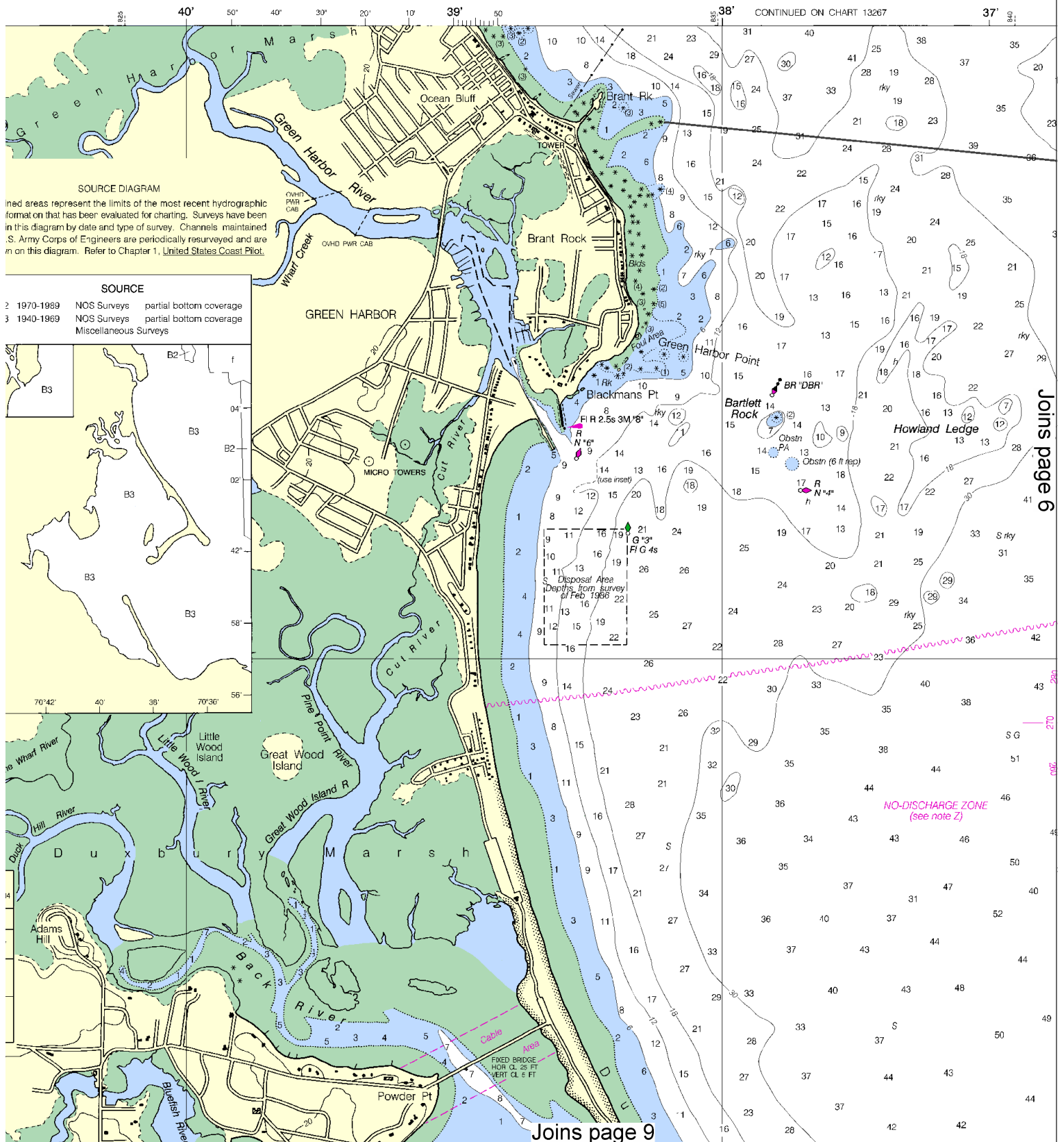


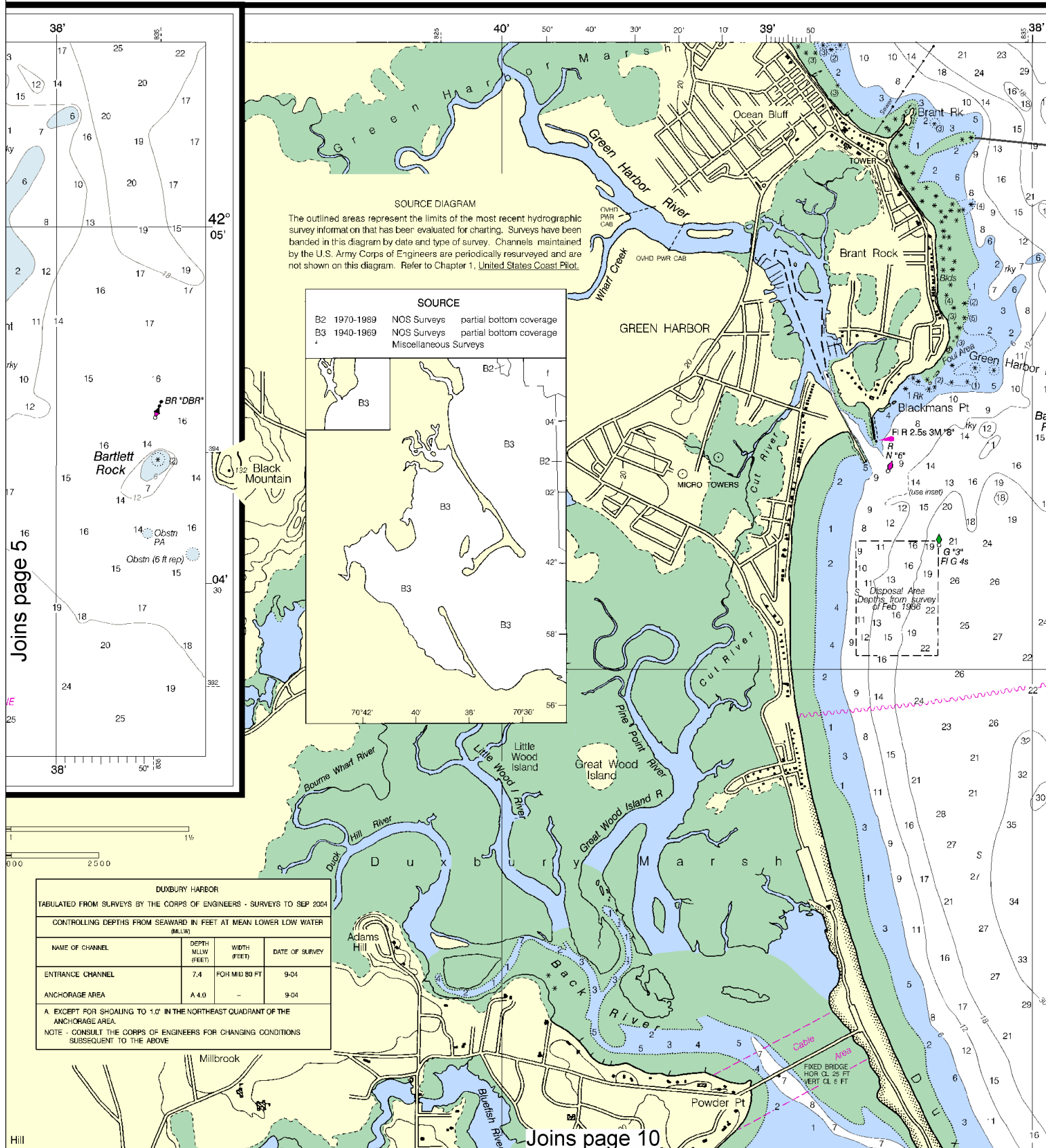
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SCALE 1:20,000
Nautical Miles

See Note on page 5.



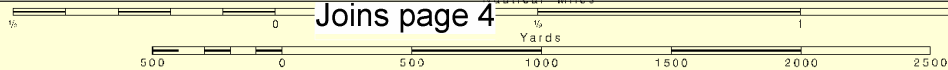




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TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
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Plymouth		(41°55'N/70°40'W)	9.9	9.5	0.3
			10.5	10.1	

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A. EXCEPT FOR SHOALING TO 1.0' IN THE NORTHEAST QUADRANT OF THE ANCHORAGE AREA.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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RADAR REFLECTORS


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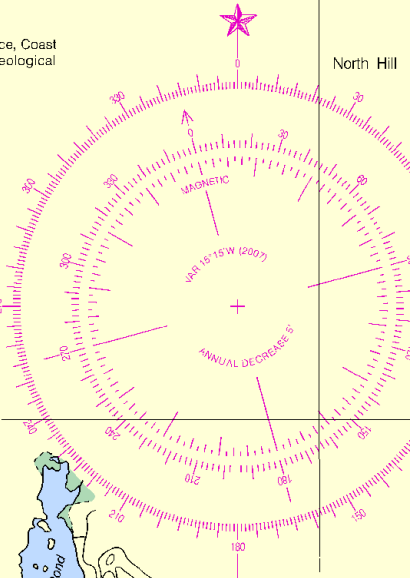
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(based on NAD 1927)

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Joins page 12

Printed at reduced scale.

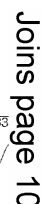
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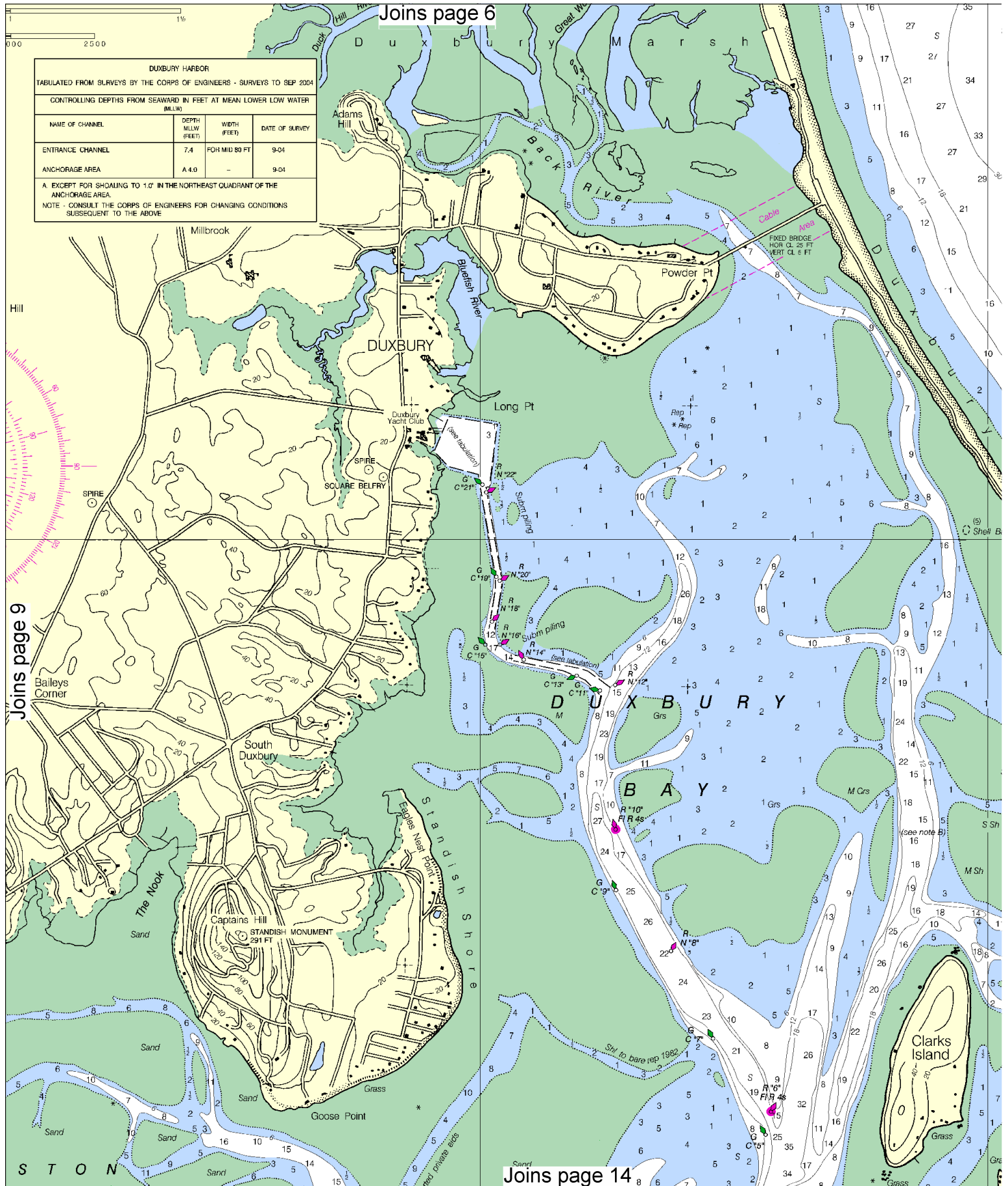
See Note on page 5.



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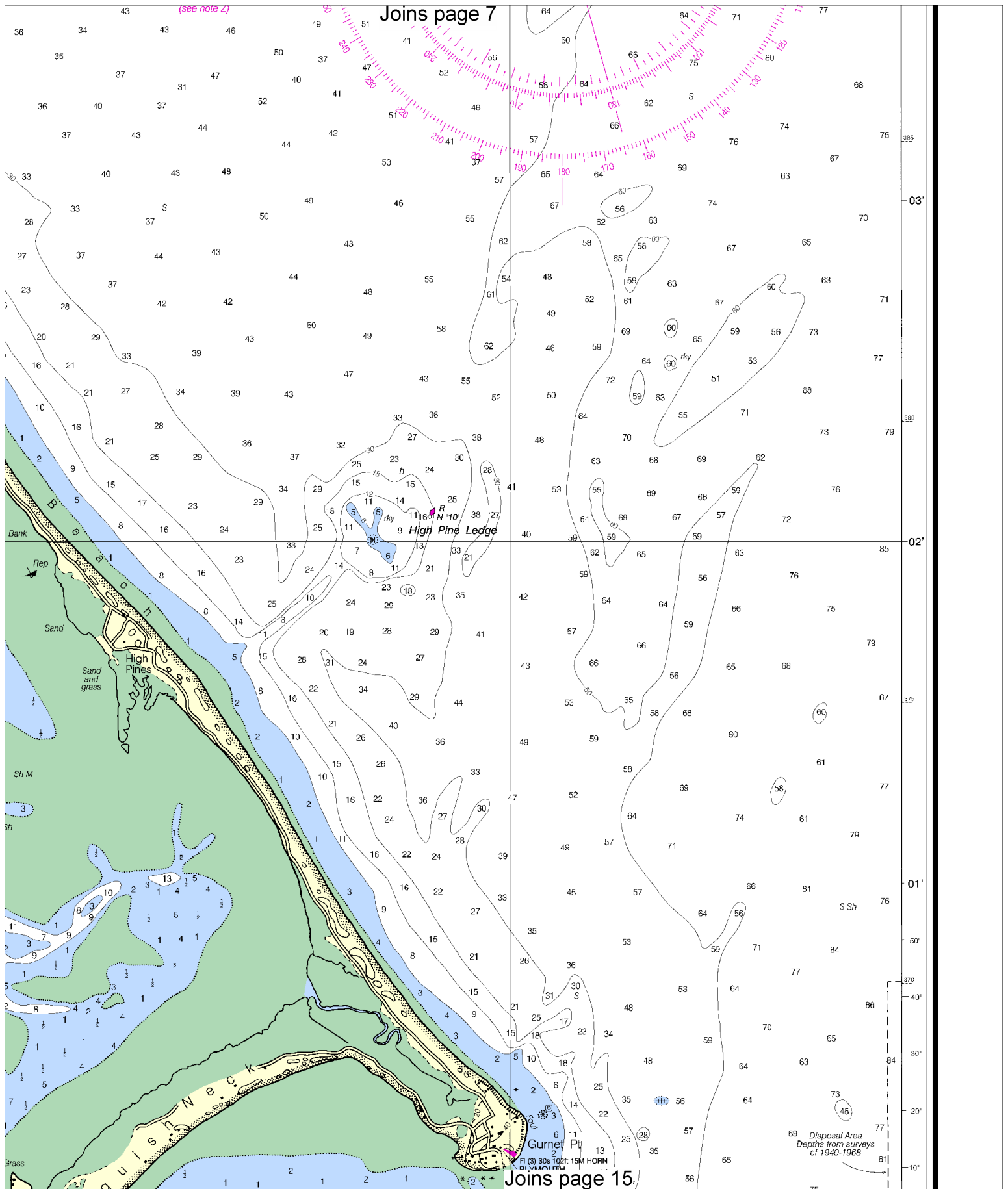


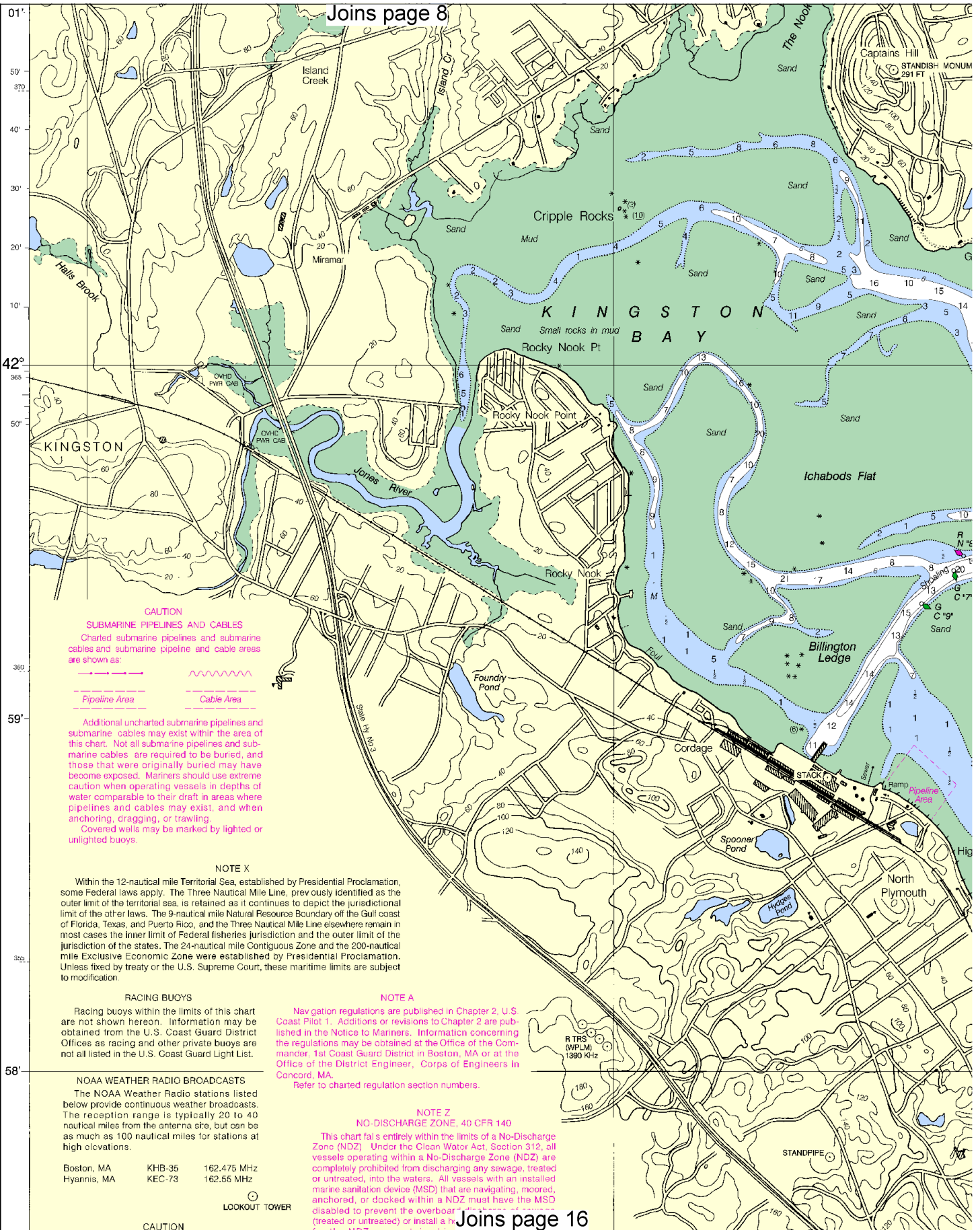
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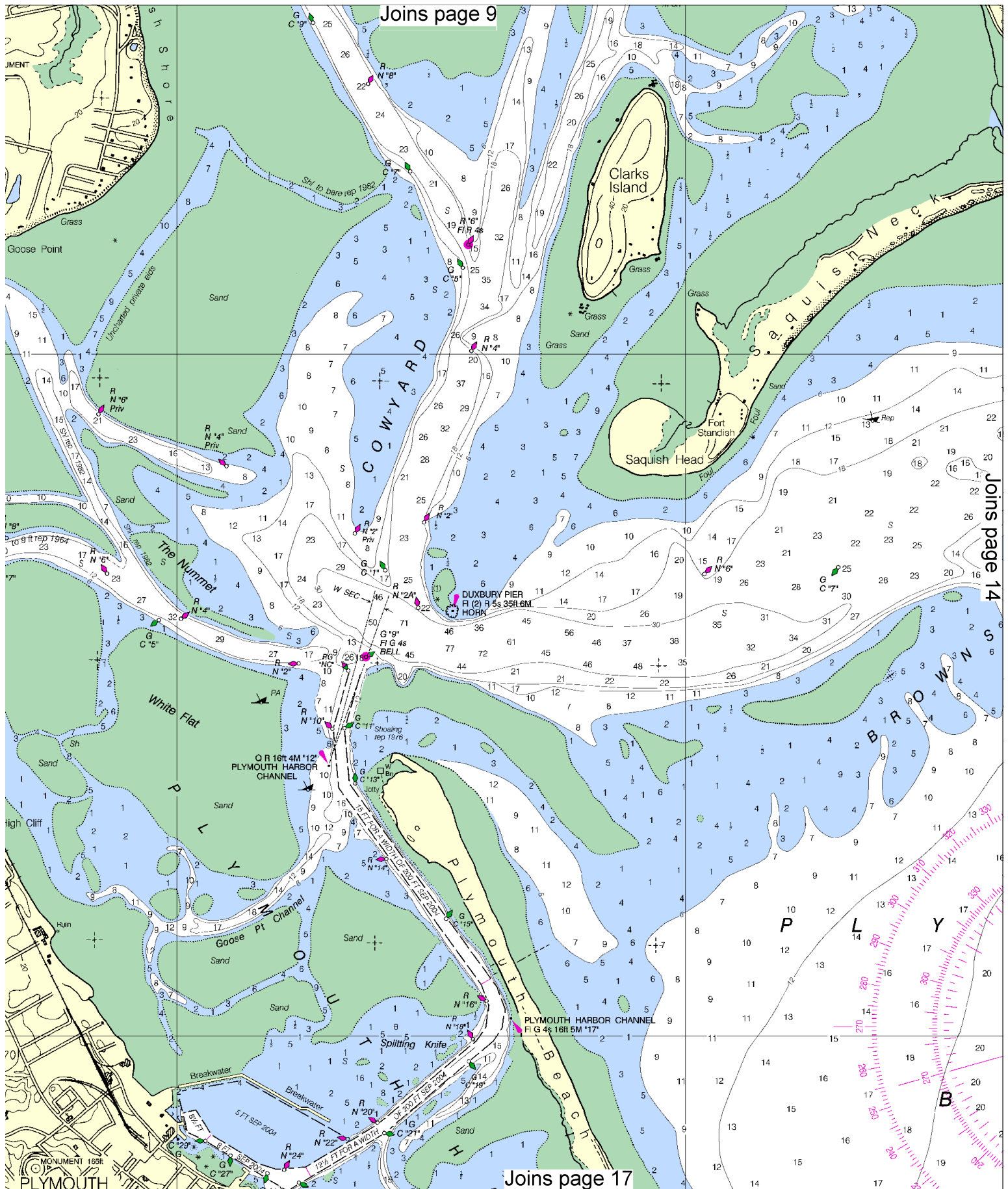
SCALE 1:20,000
Nautical Miles

See Note on page 5.









Joins page 11

Gurnet Pt.
PLYMOUTH

Disposal Area
Depths from surveys
of 1940-1968

RED SECTOR

NO-DISCHARGE ZONE
(see note Z)

MAGNETIC
VAR 15° 30' W (2007)

ANNUAL DECREASE 5'

Joins page 19

CONTINUED ON CHART 13246

Joins page 11

Gurnet Pt.
PLYMOUTH

Disposal Area
Depths from surveys
of 1940-1968

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(see note Z)

MAGNETIC
VAR 15° 30' W (2007)

ANNUAL DECREASE 5'

Joins page 19

CONTINUED ON CHART 13246

Joins page 11

Gurnet Pt.
PLYMOUTH

Squish Neck

Browns Bank

PL Y M O U T H

NO-DISCHARGE ZONE
(see note Z)

RED SECTOR

MAGNETIC
VAR 15° 30' W (2007)

ANNUAL DECREASE 5'

Joins page 19

CONTINUED ON CHART 13246

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Hyannis, MA KEC-73 162.55 MHz

LOOKOUT TOWER

CAUTION

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○ (Accurate location) ○ (Approximate location)

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SUPPLEMENTAL INFORMATION

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POLLUTION REPORTS

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SCALE 1:20,000
Nautical Miles

Yards

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

CAUTION

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SOUNDINGS IN FEET

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.135 (see note A)

International Regulations for Preventing Collisions at Sea, 1972
The entire area of this chart falls seaward of the COLREGS Der



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

HARBORS OF PLYMOUTH, KINGSTON, AND DUXBURY

Mercator Projection
Scale 1:20,000 at Lat. 42°01'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

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To find SPEED, place
right point on 60 and 10

19th Ed., May /07 ■ Corrected through NM May 12/07
Corrected through LNM May 1/07

13253

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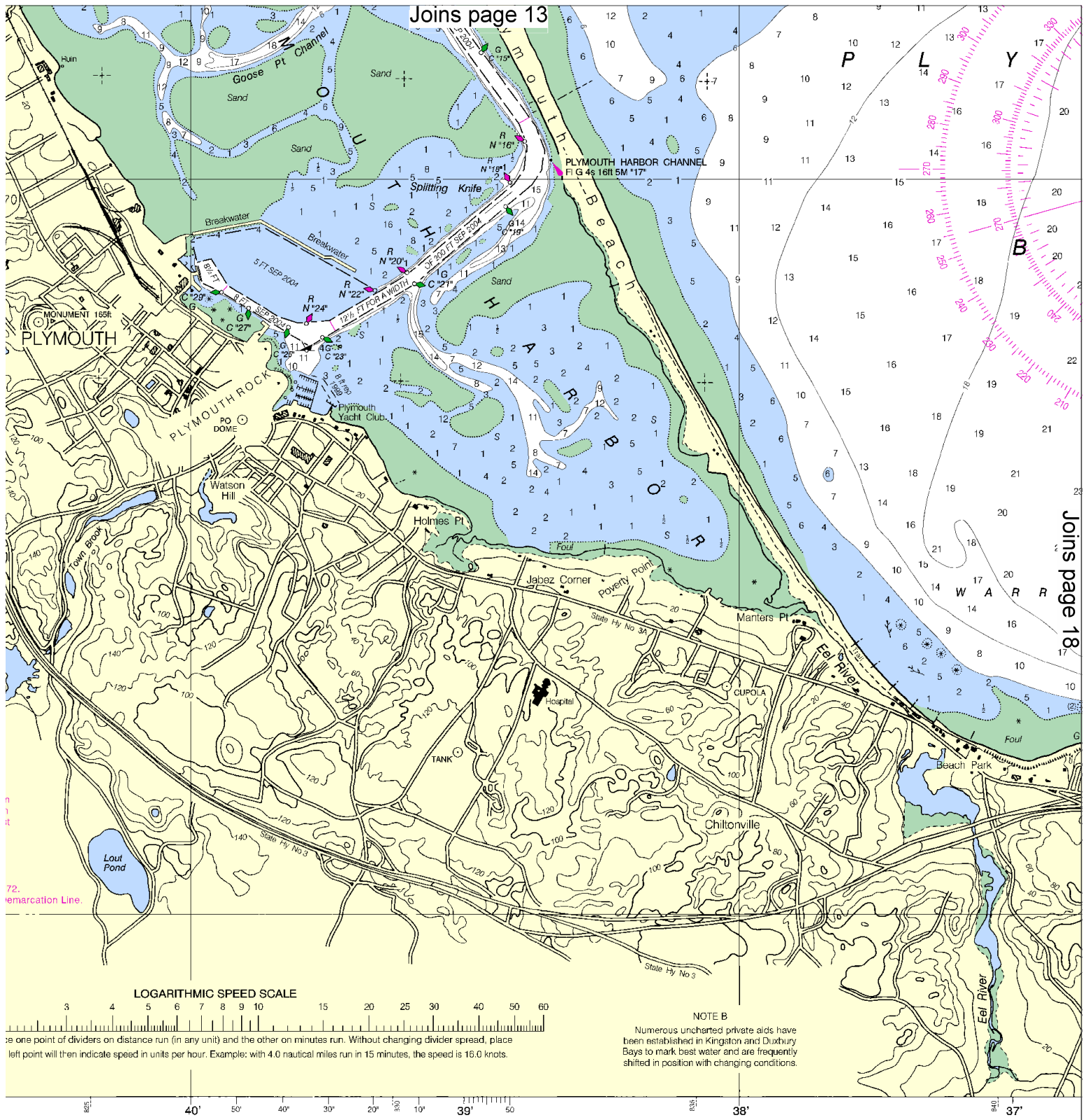
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

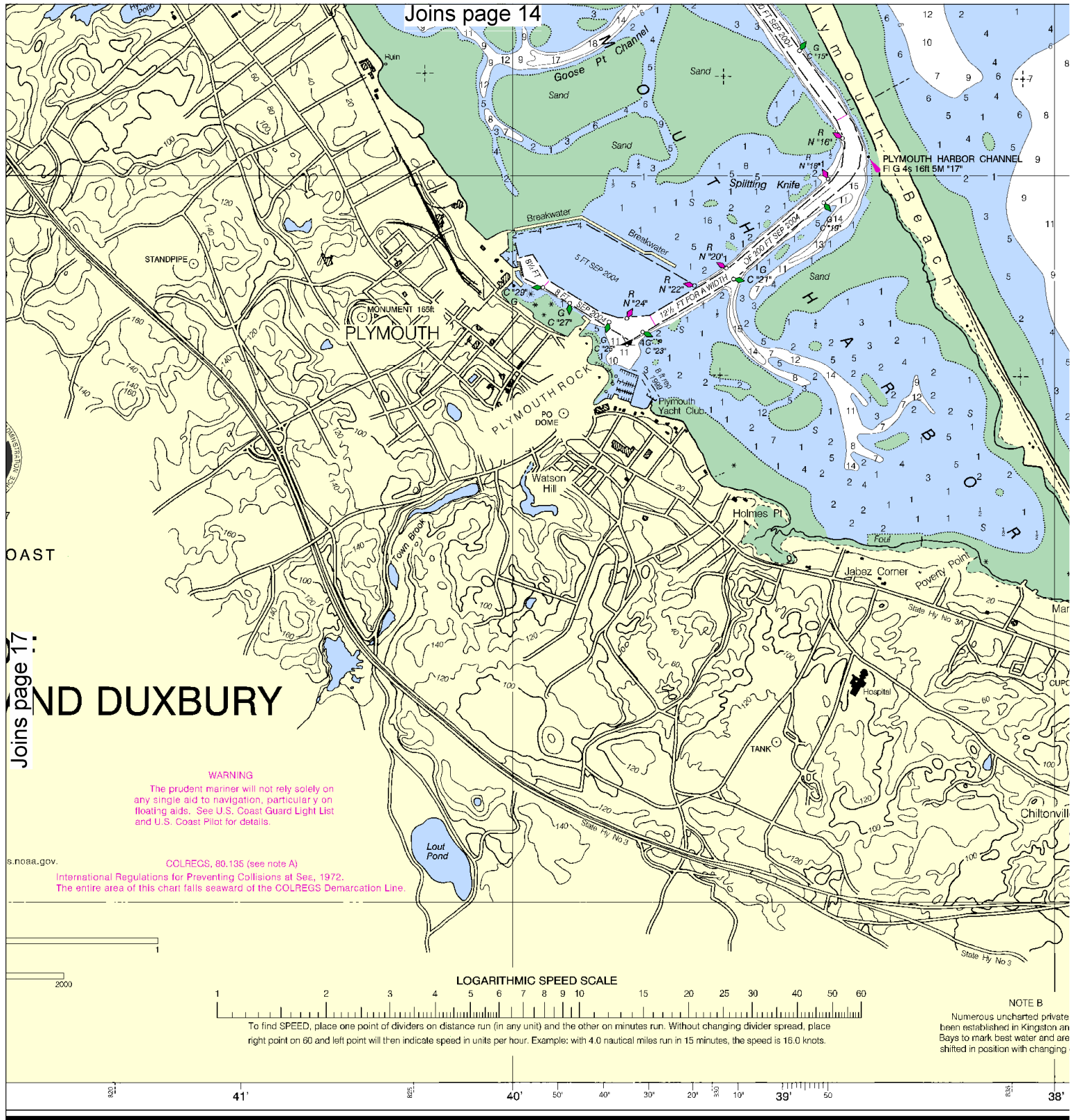
Yards

500 0 500 1000 1500 2000 2500



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS
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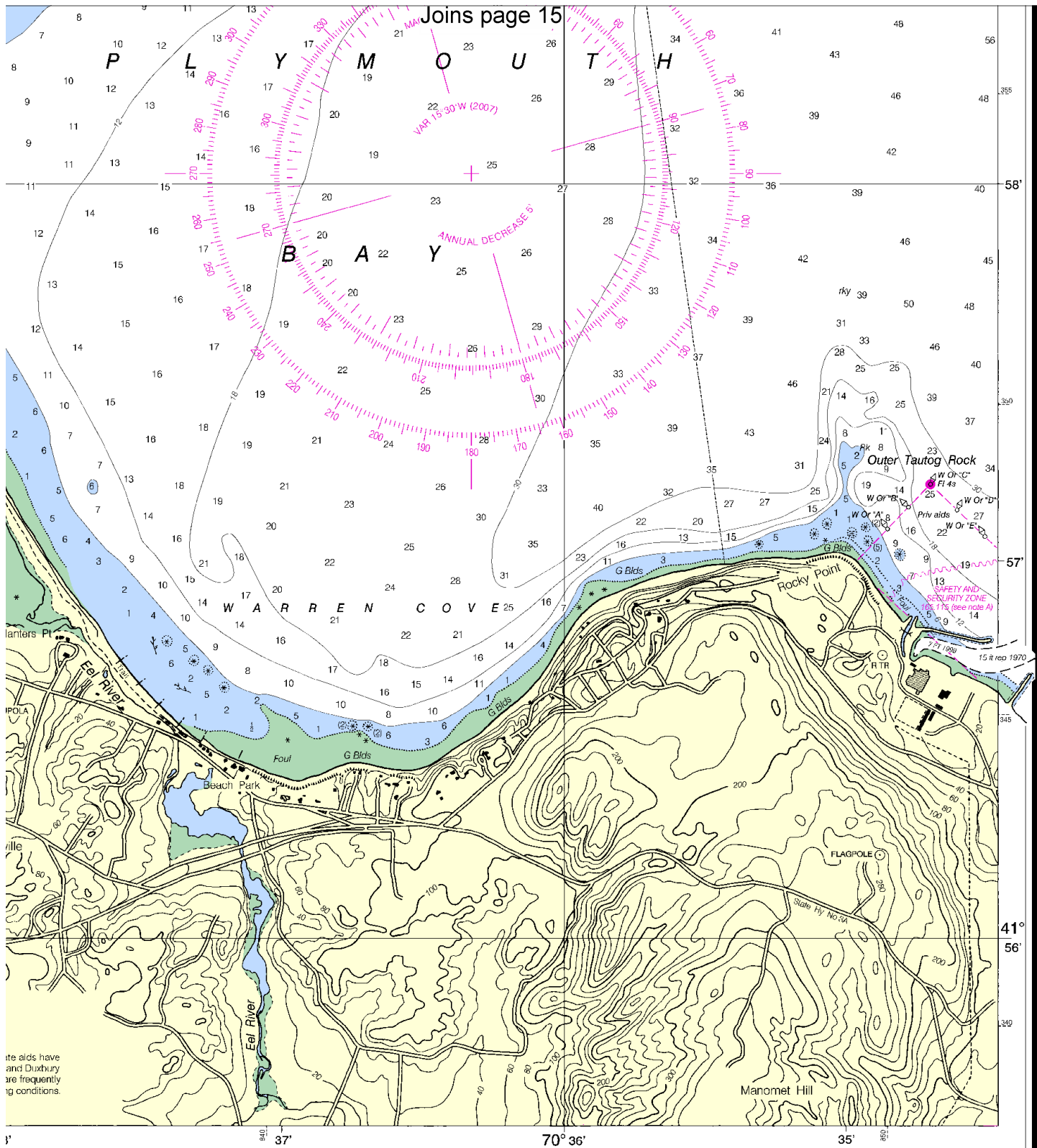


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





These aids have
and Duxbury
are frequently
ing conditions.

PRINT-ON-DEMAND CHARTS
Grafix, offer this chart updated weekly by NOAA for Notices to Mariners
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before their release as traditional NOAA charts. Ask your chart agent
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OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or

Plymouth, Kingston, and Duxbury Harbors

SOUNDINGS IN FEET - SCALE 1:20,000

13253



ED. NO. 19



NSN 764201 4010456
NGA REFERENCE NO. 13XHA13253

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Woods Hole – 508-548-5151/508-457-3214

Coast Guard Cape Code Canal – 508-888-0335

Coast Guard Provincetown – 508-487-0071

MA Environmental Police – 800-632-8075

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.